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COMMUNIST GOVERNMENT TAKES STEPS  
 TO PREVENT RR SABOTAGE

A government investigator has found that the costly fire in the Nan-ning railway storehouse on 23 July 1951 was caused by counter-revolutionary sabotage made possible by unsatisfactory physical security measures and half-hearted efforts by officials to suppress antirevolutionary elements. Armored cars are being used to patrol the Yueh-Ban line against anti-Communist guerrillas.

The Tientsin Railway Bureau conducted a traveling exhibition, seen by over 100,000 persons, designed to help combat sabotage on railways.

INVESTIGATOR REPORTS ON NAN-NING FIRE -- Hong Kong, Hsing-tao Jih-pao, 18 Sep 51

Nan-ning (special dispatch) -- The latest figures concerning the casualties and damage occasioned by the fire and explosion that occurred 23 July 1951 in the storehouse of the engineering office engaged in the construction of the Lai-Chen extension of the Hunan-Kwangsi railway are as follows: railway employees and city dwellers killed, 22; missing, 2; seriously injured, 281; slightly injured, 283; wholly consumed houses, 30; partially consumed houses, 464; victims of the catastrophe, 867 families, including 2,119 persons; value of public and private property destroyed, almost 800 million yuan. This fire is considered the most serious misfortune experienced in Kwangsi Province since liberation.

The Central People's Government authorities, taking a very serious view of the occurrence, delegated Lu Fu, deputy chief of Section 2 of the Central Committee of People's Supervision, to make an on-the-spot investigation and extend comfort to the victims. On 31 August 1951, the Kwangsi provincial government convened a special conference of responsible officials to hear the report of Lu Fu's investigation, the gist of which is as follows:

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The action taken by official agencies following the explosion and fire was well devised and managed; there was no doubt that the explosion which took place was due to action by one or more secret agents. However, the control of the Engineering Bureau's premises was so faulty in a number of particulars as to invite this kind of an incident. Regardless of the difficulties faced due to the volume and urgency of the work in hand, the heavy responsibilities carried by the men in the higher echelons, the inadequate number of cadres on the staff, and the heterogeneity of the employees, the occurrence revealed the faulty management of the affairs of the engineering office. This faulty management is manifested in three ways: (1) a bureaucratic attitude on the part of officials exists to a serious degree; (2) the physical security regulations are defective; (3) the measures heretofore put into force for the suppression of counterrevolutionary activities are inadequate. This situation shows lack of study and analysis of the problem, and the masses of the people have not been thoroughly aroused to the necessity of assisting in the suppression of counterrevolutionary elements. The fight against counterrevolutionists is not waged with vigor and severity; consequently, the counterrevolutionary elements are all the more seditious and violent.

ARMORED CARS APPEAR ON KWANGTUNG RR -- Hong Kong, Hsing-tao Jih-pao, 16 Sep 51

Canton, 15 September -- As a result of recent incessant attacks by anti-Communist elements, and to strengthen the defense of areas along the railway line and to prevent bandits from placing, at night, explosives for the destruction of the railway, the authorities have issued orders directing the repair of armored cars previously used for railway defense. They have also established a railway patrol company to patrol the railway at night.

Early this month an incident occurred at a point near Yuan-t'an station in which an armored car was attacked by bandits for a period of 40 minutes. With the aid of the local militia and garrison troops the bandits were chased off into the region of Ma-ch'iao, Kuan-chuang, and Shang-ssu-chiu. In this attack, the commanding officer of the armored car patrol, Hao Jung-t'ien, was killed, a gun mount was destroyed, and the bronze body of the car was badly scarred. The bodies of more than ten attackers were left behind. All of these were wearing the insignia of the Hunan-Kwangtung People's Anti-Communist Guerrilla Column.

Officials of those localities have been ordered to investigate and arrest all unemployed persons, vagrants, and newcomers from places unknown.

TRAVELING EXHIBITION SHOWS ANTISABOTAGE PROPAGANDA -- Tientsin Jih-pao, 12 Jun 51

Tientsin -- During the 3 months preceding the end of May 1951, a traveling exhibition designed to counteract railway sabotage has been seen by upward of 100,000 persons, including some 24,000 railway employees. The exhibition was shown in 15 of the larger cities on the three lines in North China, including Tientsin, Peiping, T'ang-shan, Pao-ting, Kalgan, and Kuei-sui. This exhibition was arranged and conducted by the Public Security Section of the Tientsin Railway Bureau to educate their employees and the public in the importance of preventing the acts of counterrevolutionary agents and in the means and methods of preventing sabotage.

After seeing pictures of instances of sabotage, some of which were said to have been committed by members of the secret society "I-kuan-tao," as many as 700 members in one city in one day announced their determination to sever all connection with said counterrevolutionary sect.

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